

US 701 Bypass
From South of SR 1166 (Pleasant Plains Road)
to North of US 74-76 Bypass in Whiteville
Columbus County
Federal-Aid Project NHS-701(15)
WBS Element 41499.1.1

STIP Project R-5020

ADMINISTRATIVE ACTION

FINDING OF NO SIGNIFICANT IMPACT

Submitted by

U.S. Department of Transportation
Federal Highway Administration
and
North Carolina Department of Transportation

Submitted Pursuant to 42 U.S.C. 4332(2)(c)

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Date of Approval

James A. McInnis, Jr., PE
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Project Development and Environmental Analysis Unit
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9/1/2016 | 5:24 PM EDT

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Date of Approval

John F. Sullivan, III, PE, Division Administrator
Federal Highway Administration

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FINDING OF NO SIGNIFICANT IMPACT

August 2016

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8/31/2016 | 5:48 PM EDT

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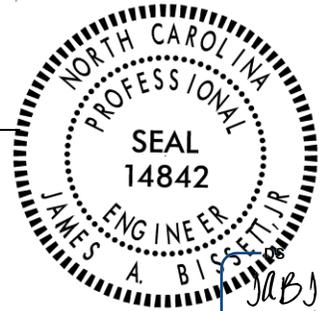
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Documentation Prepared for:
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PROJECT COMMITMENTS

US 701 Bypass
From South of SR 1166 (Pleasant Plains Road)
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Project Development and Environmental Analysis Unit / Roadside Environmental Unit

A landscape plan for the portion of the National Register-eligible Beth Israel/Whiteville Hebrew Center property along US 701 Bypass will be created and implemented in coordination with the property owner.

Roadway Design Unit / Division 6 Construction

- A temporary construction easement will be required from Leder Park, which is a property protected by Section 4(f) of the USDOT Act of 1966. Orange construction fencing will be placed at the proposed right of way and temporary construction easement lines at the park. Construction equipment will not be allowed onto park property outside of the temporary easement. The land within the temporary construction easement from the park will be fully restored to at least as good a condition as it existed prior to construction of the project.
- NCDOT has, and will continue to, coordinate with emergency service providers to ensure appropriate emergency vehicle access is maintained in the project area both during and following construction.

Hydraulics Unit

The Hydraulics Unit will coordinate with the NC Floodplain Mapping Program (FMP), the delegated state agency for administering FEMA's National Flood Insurance Program, to determine the status of the project with regard to applicability of NCDOT's Memorandum of Agreement with FMP (dated April 22, 2013), or approval of a Conditional Letter of Map Revision (CLOMR) and subsequent final Letter of Map Revision (LOMR).

Division 6

This project involves construction activities on or adjacent to FEMA-regulated streams. Therefore, NCDOT Division 6 shall submit sealed as-built construction plans to the Hydraulics Unit upon completion of project construction, certifying the drainage structure(s) and roadway embankment located within the 100-year floodplain were built as shown in the construction plans, both horizontally and vertically.

Roadway Design Unit / Project Development and Environmental Analysis Unit

Pedestrian and bicycle accommodations are proposed to be constructed as part of this project. Existing sidewalks along US 701 Bypass disturbed by project construction will be replaced with new five-foot-wide sidewalks and new sidewalks can be provided in areas where none currently exist if the City of Whiteville will agree to participate in the construction cost and accept maintenance and liability for the new sidewalks. Either sidewalks and pedestrian safe rails or extra width to accommodate future sidewalks will be provided on the outside of the new bridges constructed as part of the project, depending on whether or not the City agrees to participate in the cost of sidewalks adjacent to the bridges. This additional bridge width or sidewalk will be provided at no cost to the city. The preliminary design includes 14-foot-wide outside lanes to accommodate bicycles.

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STIP Project R-5020

1.0 TYPE OF ACTION

This is a Federal Highway Administration (FHWA) Administrative Action, Finding of No Significant Impact (FONSI).

FHWA has determined this project will not have a significant impact on the human or natural environment. This FONSI is based on the June 3, 2015 Environmental Assessment (EA), which has been independently evaluated by FHWA and determined to adequately and accurately discuss the environmental issues and impacts of the proposed project. The EA provides sufficient evidence and analysis for determining that an Environmental Impact Statement is not required. FHWA takes full responsibility for the accuracy, scope, and content of the attached EA.

2.0 DESCRIPTION OF PROPOSED ACTION

The proposed project involves widening US 701 Bypass (James B. White Road/Madison Street/J.K. Powell Boulevard) in Whiteville to a multi-lane facility from south of SR 1166 (Pleasant Plains Road) to north of US 74-76 Bypass. The project vicinity is shown on Figure 1. Figure 2 shows the proposed transportation improvements.

The proposed typical section is a four-lane median divided facility with curb and gutter and wide outside lanes to accommodate bicyclists (see Figure 3). Existing sidewalks along US 701 Bypass disturbed by project construction will be replaced with new five-foot-wide sidewalks and new sidewalks can be provided in areas where none currently exist if the City of Whiteville will agree to participate in the construction cost and accept maintenance and liability for the new sidewalks. The preferred alternative (Grade Separation option) would replace the existing structure over Carolina Southern Railroad and Main Street with two new bridges to carry the proposed four-lane US 701 Bypass over Main Street and the rail line. The total length of the proposed project is approximately 5.1 miles.

The purpose of the proposed project is to increase the traffic carrying capacity and safety of US 701 Bypass within the project limits.

The proposed project is included in NCDOT's current *2016-2025 State Transportation Improvement Program (STIP)* as Project Number R-5020. The 2016-2025 STIP includes the proposed project construction phasing and schedule as follows:

- **R-5020A** – SR 1166 (Pleasant Plains Road) to SR 1437 (Virgil Avenue). Section A is currently unfunded for right-of-way acquisition and construction.
- **R-5020B** – SR 1437 (Virgil Avenue) to US 74-76 Bypass. The current schedule for Section B includes right-of-way acquisition in Fiscal Year (FY) 2018 and construction in FY 2020.

The estimated total cost for R-5020 in the 2016-2025 STIP is \$35,364,000. This includes \$10,500,000 for right-of-way acquisition, \$1,000,000 for utilities relocation, and \$23,864,000 for construction. Current estimated costs for the Preferred Alternative are as follows:

Right-of-Way Acquisition	\$10,500,000
Utility Relocation	\$11,000,000
Construction	<u>\$27,400,000</u>
TOTAL	\$48,900,000

3.0 PREFERRED ALTERNATIVE

The Build Alternative was studied in detail for the proposed project. As discussed in Section III of the EA, the other alternatives studied were eliminated from further consideration because they do not meet the purpose and need for the proposed project.

For the Build Alternative, two options were considered for replacement of the existing US 701 Bypass grade separation over the Carolina Southern Railroad and Main Street in Whiteville. The At-Grade option would remove the existing structure over Main Street and lower the grade of US 701 Bypass in order to construct an at-grade intersection at Main Street and an at-grade rail crossing. The Grade Separation option would replace the existing structure with two new bridges to carry US 701 Bypass over Main Street and the rail line. The rail line is currently rarely used. Rail operations are restricted because some of the bridges carrying the railroad are in need of repair. However, RJ Corman Railroad Company purchased the rail line from Carolina Southern in January 2015, and has indicated they intend to upgrade and re-activate the rail line. As a result, NCDOT selected the Grade Separation option as the preferred alternative for the proposed project.

The NEPA/Section 404 Merger Team concurred with the Grade Separation option as the Least Environmentally Damaging Practicable Alternative (LEDPA) in August 2016. The signed Concurrence Point (CP) 3 form is included in Appendix B of this FONSI.

4.0 SUMMARY OF EFFECTS

A summary of impacts for the proposed project is shown in Table 1.

TABLE 1 SUMMARY OF ANTICIPATED EFFECTS OF PREFERRED ALTERNATIVE

Feature ¹		Impacts
Project Length (miles)		5.11
Relocations ²	Residential	14 (6)
	Business	20 (3)
	Non-Profit	0
	Total Relocations	34 (9)
Minority / Low Income Populations Disproportionately High & Adverse Impacts		No
Historic Properties (adverse effect)		None
Community Facilities Impacted		1 Synagogue Leder Park
Section 4(f) Impacts		<i>De minimis</i> impact to Beth Israel Hebrew Center
Noise Impacts (impacted properties)		47
Prime Farmland (acres)		6.2
Forest (acres)		12.6
Wetlands (acres)		8.7
Streams (linear feet)		831
Floodplain (acres)		14.7 (0.9 temporary)
Federally-Protected Species		No effect
Potential UST/Hazmat Sites (no.)		33
Cost	Right-of-Way Cost	\$10,500,000
	Utility Relocation Cost	\$11,000,000
	Construction Cost	\$27,400,000
	Total Cost	\$48,900,000

¹ Impact calculations are based on preliminary design slope stake limits plus an additional 25 feet.

² Numbers in parentheses indicate minority-owned residences or businesses.

The proposed action will require permits pursuant to Sections 401 and 404 of the Clean Water Act of 1977, as amended. A Section 404 permit issued by the US Army Corps of Engineers will be required to discharge and/or place fill materials into wetlands and surface waters. A Section

401 Water Quality Certification from the Water Quality Section of the North Carolina Division of Water Resources will also be needed for fill activity in adjacent wetlands and surface waters.

5.0 COORDINATION AND COMMENTS

The Environmental Assessment (EA) was completed in June 2015. NCDOT conducted a Combined Corridor/Design Public Hearing for R-5020 on September 15, 2015 to review the project design with the public, and receive their comments. A summary of comments received on the EA is presented in Section 5.2. A summary of comments received from the public hearing is included in Section 5.3.

5.1 Circulation of the Environmental Assessment

The EA was circulated to the following federal, state, and local agencies for review and comments. An asterisk (*) indicates a written response was received from that agency. Copies of the correspondence received from agencies are included in Appendix A.

- US Department of the Army – Corps of Engineers
- US Environmental Protection Agency
- US Fish and Wildlife Service
- * NC Department of Administration – State Clearinghouse
- * NC Department of Environment and Natural Resources (NCDENR)
- Cape Fear Rural Planning Organization
- Columbus County
- City of Whiteville

5.2 Comments on the Environmental Assessment

Substantive comments on the EA are discussed below:

NCDENR – Division of Water Resources, July 16, 2015

Comment: “The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.”

Response: During the Section 401 Water Quality Certification and Section 404 Permit application process, NCDOT will work with NCDWR and USACE to determine appropriate mitigation.

NCDENR – Division of Waste Management, Hazardous Waste Section, July 27, 2015

Comment: “The Hazardous Waste Section (HWS) has reviewed the subject Environmental Assessment for the proposed improvements to US 701 Bypass from south of SR 1166 Pleasant Plains Road to north of the US 74-76 Bypass in Whiteville. In addition to the sites listed in the Environmental Assessment, the following are active hazardous waste generators that may be within or nearby the subject proposed project study area in Whiteville, NC:

<u>Facility Name</u>	<u>Location</u>	<u>EPA ID Number</u>	<u>Hazardous Waste Status</u>
Harris Auto Body Shop	2018 S. Madison St	NCS000000093	Conditionally Exempt Small Quantity Generator (CESQG)
Tractor Supply #379	26 White Crossing Plaza	NCR000163618	CESQG
Rite Aid #11529	1728 S Madison St	NCR000156927	CESQG
CVS Pharmacy #7570	902 N J.K. Powell Blvd	NCR000153163	Large Quantity Generator”

Response: Three of the identified facilities (Harris Auto Body Shop, Rite Aid #11529, and CVS Pharmacy #7570) are within the study area for the proposed project. Because these three sites are located along existing US 701 Bypass, the roadway widening associated with the preliminary design for the Preferred Alternative would impact all three sites. Preliminary site assessments to identify the nature and extent of any contamination will be performed on any hazardous materials sites impacted prior to right-of-way acquisition. Table 15 of the approved EA (Known & Potential Hazardous Materials Sites) has been appended to include these three sites (see Section 6.1 below).

NCDENR – Division of Waste Management, Superfund Section, July 24, 2015

Comment: “The Superfund Section has reviewed the proximity of CERCLIS and other sites under their jurisdiction to the proposed widening of US 701 Bypass Project. Three sites were identified within an approximate 1-mile radius of the proposed project as noted on the attached map and in the table below. Based on the nature of the project, the identified sites are not anticipated to affect the proposed project or vice versa. However, because the Packer Property lies close to the footprint of the project, it is recommended that site files be reviewed if groundwater near the site is expected to be encountered. Superfund Section files can be viewed at: <http://portal.ncdenr.org/web/wm/sf-file-records>. Please contact me at 919.707.8369 if you have any questions.

<u>ID#</u>	<u>Site Name</u>	<u>Status</u>
NONCD0001726	Flowline Corp.	Open site on the Inactive Hazardous Sites Program Inventory
NONCD0001178	Packer Property	Open site on the Inactive Hazardous Sites Program Inventory
NONCD0000256	Whiteville Dump	Open site on the Pre-Regulatory Land Fill Inventory”

Response: One of the identified facilities (Packer Property) is within the study area for the proposed project in the northwest quadrant of the US 701 Bypass/Jewel Street intersection. Because this site is located along existing US 701 Bypass, the roadway

widening associated with the preliminary design for the Preferred Alternative would impact the site. Preliminary site assessments to identify the nature and extent of any contamination will be performed on any hazardous materials sites impacted prior to right-of-way acquisition. Table 15 of the approved EA (Known & Potential Hazardous Materials Sites) has been appended to include this site (see Section 6.1 below).

5.3 Public Hearing

In accordance with 23 U.S.C. 128, NCDOT certifies that a public hearing for the subject project has been held and the social, economic, and environmental impacts; consistency with local community planning goals and objectives; and comments from individuals have been considered in the selection of the preferred alternative for the project.

Following circulation of the EA, a public hearing was held for the subject project. The hearing was held on September 15, 2015 in the cafeteria of Whiteville High School. The hearing was conducted as an informal open house from 5 pm to 8 pm. There was no formal presentation. NCDOT representatives were available to talk to citizens about the project and answer their questions. Eighty-one citizens registered their attendance at the public hearing. Citizens had the opportunity to submit written comments and questions at the hearing or via mail and e-mail after the hearing through October 15, 2015. A total of 22 written comments were submitted at the hearing and during the subsequent comment period.

The majority of written comments received expressed concerns regarding project impacts on individual properties. Many of these properties are businesses. One commenter expressed concern regarding the number of businesses which would be displaced by the project. Several commenters were concerned about changes in access to businesses resulting from the project. During final design, minor changes to the project design may be possible to reduce project impacts to some properties.

Several of the written comments received at the public hearing are summarized below, along with responses to these comments:

Comments: The City of Whiteville Fire Chief and Rescue Unit Chief both provided written comments requesting left turns be allowed from SR 1705 (Flowers-Pridgen Road) onto US 701 Bypass. The Rescue Unit Chief noted 60 to 70 percent of the unit's calls require responders to turn left onto US 701 Bypass.

The Fire Chief also requested wider pavement at intersections to facilitate U-turns for fire trucks. He also noted that rail activity at the US 701 Bypass crossing would adversely affect emergency response if a grade separation is not provided.

Response: NCDOT has, and will continue to, coordinate with emergency service providers to ensure appropriate emergency vehicle access is maintained both during and following construction. The median design proposed along US 701 Bypass will allow access for emergency vehicles. The proposed typical section includes 1.5-foot-wide mountable curb and gutter adjacent to the median (see Figure 3), which will allow emergency vehicles to drive across the median if needed. In addition, the Grade Separation option is the preferred alternative for the proposed project at the existing Carolina Southern Railroad tracks.

Comment: The City of Whiteville Planning Director provided written comments suggesting sidewalks be constructed for the length of the proposed project. He believes pedestrian safety could be further improved with the installation of lighting features along the project corridor and pedestrian facilities on bridges. He also mentioned the possibility of decorative bridges. He noted the City of Whiteville would be willing to discuss potential cost sharing for the proposed improvements.

Response: Existing sidewalks along US 701 Bypass disturbed by project construction will be replaced with new five-foot-wide sidewalks. New sidewalks can be provided in areas where none currently exist, if the City of Whiteville agrees to participate in the construction cost and accept maintenance and liability for the new sidewalks. Existing street lights disturbed by project construction will be replaced. New street lights would be the responsibility of the City.

Both existing bridges along the project corridor will be replaced with dual bridges as part of the proposed project. Either sidewalks and pedestrian safe rails or extra width to accommodate future sidewalks will be provided on the outside of both the northbound and southbound bridges at each crossing, depending on whether or not the City of Whiteville agrees to participate in the cost of sidewalks adjacent to the bridges. This additional bridge width or sidewalk will be provided at no cost to the City. Decorative treatments can be considered if the City is willing to fund the additional cost.

5.4 Additional Coordination

The NEPA/Section 404 Merger Team reached concurrence on the Least Environmentally Damaging Practicable Alternative (LEDPA) (Concurrence Point 3) and Avoidance and Minimization (Concurrence Point 4A) in August 2016.

Merger Team members concurred the Grade Separation option is the LEDPA for the project with one abstention. Copies of the signed CP 3 and CP 4A forms are included in Appendix B of this FONSI. The signed concurrence forms from prior NEPA/Section 404 Merger Team meetings are included in Appendix C of the approved EA.

6.0 REVISIONS TO THE ENVIRONMENTAL ASSESSMENT

Since the finalization of the EA on June 3, 2015, the following items were revised or corrected. Text revisions are shown in *italics*.

6.1 Revised Impacts to Known and Potential Hazardous Materials Sites

As discussed in Section V.K (Hazardous Materials) of the approved EA, the geo-environmental impact evaluation conducted for the proposed project identified a total of 29 known and potential hazardous materials sites within the study area. Table 15 of the EA listed the 29 known and potential hazardous materials sites, as well as the anticipated level of geo-environmental impact potential for each site. Based on comments on the EA provided by the NCDENR-Division of Waste Management (see Section 5.2), four additional known and

potential hazardous material sites were identified within the study area, for a total of 33 sites. The four additional sites include three regulated hazardous waste generators and one Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA) site.

Table 2 below is a revision to Table 15 of the EA. Because the 33 sites are located along existing US 701 Bypass, the roadway widening associated with the preliminary design for the preferred alternative would impact all 33 sites. Preliminary site assessments to identify the nature and extent of any contamination will be performed on any hazardous materials sites impacted prior to right-of-way acquisition.

**TABLE 2 REVISIONS TO TABLE 15 OF THE EA
KNOWN & POTENTIAL HAZARDOUS MATERIALS SITES**

Site Name	Address	Status	Geo-Environmental Impact Potential
Southeast Farm Equipment	3897 James B. White Highway South	Former V & M Supply site; 2 USTs were closed and removed in 1993; GWI # 11604 and #12149.	Low
Trade Wilco #1907	2001 S. Madison St.	Currently operates as a convenience store and gas station; 4 USTs are currently in use at this site.	Low
Whiteville Janitorial Supply	1942 S. Madison St.	Former Gabby's service station. USTs are possible, removed in 2000.	Low
Ronald's Tire and Brake Service	1936 S. Madison St.	Auto repair shop.	Low
Automotive Electric	1933 S. Madison St.	Auto repair shop.	Low
Tyree Upholstery	1930 S. Madison St.	Auto and furniture upholstery.	Low
D&F Paint and Body	1926 S. Madison St.	Auto paint and body shop.	Low
Signs and Designs	1917 S. Madison St.	Formerly Whiteville Auto Glass. Possibly an old convenience store/gas station.	Low
Discount Tire Mart	1863 S. Madison St.	Auto repair and tire shop.	Low
M&M Ceramic Tile	1823 S. Madison St.	Currently a ceramic tile shop. Possibly an old convenience store/gas station.	Low

Site Name	Address	Status	Geo-Environmental Impact Potential
Shell Rapid Lube	4 Whites Crossing Ln.	Auto oil change facility.	Low
Kangaroo Express	1730 S. J.K. Powell Blvd.	Currently operates as a convenience store and gas station; 3 USTs are currently in use at this site.	Low
SE Cain Machine and Welding	1724 S. J.K. Powell Blvd.	Possibly an old gas station.	Low
Campbell Oil and Gas	1476 S. J.K. Powell Blvd.	Campbell Oil Bank Facility. GWI #32298 (heating oil).	Low
Tint Wizard	1400 S. J.K. Powell Blvd.	Former Elliotte Implement Co. GWI #19918. One 550 gal tank closed in 1991.	Low
Industrial Warehouse	300 Magnolia St.	Possible former Location of Moore's Building Supply. One 500 gal tank, temporarily closed.	Low
DBA Laundry Center	419 S. J.K. Powell Blvd.	Laundry. Old convenience store/gas station.	Low
Home Run Food Store #2	416 S. J.K. Powell Blvd.	Currently operates as a convenience store and gas station; 3 USTs are currently in use at this site.	Low
Franklin Baking Co.	410 S. J.K. Powell Blvd.	One tank closed in 1994. GWI #13072.	Low
701 Auto Sales	106 S. J.K. Powell Blvd.	Closed gas station.	Low
Pigsfords Restaurant	103 S. J.K. Powell Blvd.	Possible location of former Whiteville Washerette. Four USTs were closed in 1996.	Low
Waccamaw Bank	110 N. J.K. Powell Blvd.	Former location of Coca Cola Bottling Co. GWI #10486 and #15751. Closed in place 1988.	Low
Trade Wilco #1874	207 N. J.K. Powell Blvd.	Currently operates as a convenience store and gas station; 4 USTs are currently in use at this site.	Low

Site Name	Address	Status	Geo-Environmental Impact Potential
Crossroads Amoco	709 N. J.K. Powell Blvd.	Four tanks closed in 1987. One tank closed in 1988. Three tanks closed in 2004. GWI #32173.	Low
Hardees	265 Washington St.	Location of former Dawsey's Exxon. Two tanks closed in 1994. GWI #32173.	Low
Time Saver 1	802 N. J.K. Powell Blvd.	Currently operates as a convenience store/gas station; 5 USTs are currently in use.	Low
Walgreens	803 N. J.K. Powell Blvd.	Former location of Pantry #439. Currently a Walgreens drug store. 3 USTs closed in 2004. GWI #5381 and #32153.	Low
Minuteman #20 Food Mart	1105 N. J.K. Powell Blvd.	Currently operates as a convenience store/gas station; 4 USTs are currently in use.	Low
<i>Harris Auto Body Shop</i>	<i>2018 S. Madison St.</i>	<i>Conditionally Exempt Small Quantity Generator</i>	<i>Low</i>
<i>Rite Aid #11529</i>	<i>1728 S. Madison St.</i>	<i>Conditionally Exempt Small Quantity Generator</i>	<i>Low</i>
<i>CVS Pharmacy #7570</i>	<i>902 N. J.K. Powell Blvd.</i>	<i>Large Quantity Generator</i>	<i>Low</i>
<i>Packer Property</i>	<i>1424 S. J.K. Powell Blvd.</i>	<i>Open site on the Inactive Hazardous Sites Program Inventory</i>	<i>Low</i>

Table S-2 on page S-3 of the EA is revised to indicate 33 potential UST / hazmat sites are impacted. Table 1 on page 3 of this document reflects this revision.

6.2 Selection of Grade-Separation Option as Preferred Alternative

As discussed in Section III.F (NCDOT Recommended Alternative) of the approved EA, NCDOT's recommended alternative for the proposed project was the At-Grade option, which would widen existing US 701 Bypass and construct an at-grade intersection at Main Street and the Carolina Southern Railroad crossing. A major factor in this decision was that the rail line is currently rarely used, and rail operations are restricted because some of the bridges carrying the railroad are in need of repair. The City of Whiteville also preferred an at-grade rail crossing because it would provide a more direct route to downtown Whiteville via Main Street. However, as discussed in Section 3.0 of this FONSI, RJ Corman Railroad Company

purchased the rail line from Carolina Southern in January 2015, and has indicated they intend to upgrade and re-activate the rail line. As a result, NCDOT selected the Grade Separation option as the preferred alternative for the proposed project.

6.3 Avoidance and Minimization Efforts since the EA

As discussed in Section 5.4 of this FONSI, the NEPA/Section 404 Merger Team concurred on avoidance and minimization measures for the proposed project in August 2016. Appendix B of this FONSI contains the signed Concurrence Point (CP) 4A form. The avoidance and minimization efforts concurred on for the proposed project are discussed below.

Section 404 Avoidance and Minimization Measures

Because the project involves widening an existing road and wetlands are present on both sides of the road where it crosses Soules Swamp, potential avoidance and minimization options are limited. However, during the development of the preliminary design, efforts were made to avoid and minimize impacts to wetlands and streams wherever practicable, including incorporation of the following measures:

- The proposed curb and gutter was extended to avoid impacts to a cemetery adjacent to the existing road, which also reduced impacts to wetlands in this area.
- At Wetland Site WL (Soules Swamp) existing US 701 Bypass will be widened to the east, this will reduce wetland impacts by approximately 0.9 acre.
- During final design, the use of steeper side slopes (3:1 max) in wetland areas will be evaluated as a means of reducing wetland impacts.
- The preferred alternative would bridge the man-made ditch (i.e., unnamed tributary to Soules Swamp) parallel to Main Street and the railroad tracks, thereby not impacting this tributary to Waters of the U.S.

Additional Avoidance and Minimization

Community Impacts and Relocations

The proposed project involves widening an existing road with businesses and residences present on both sides. Efforts will be made during final design to minimize business and residential relocations and, where possible, to contain the proposed improvements between the existing sidewalks along US 701 Bypass, especially where there is an existing five-lane section with offset sidewalks.

Historic Resources

The proposed project widens existing US 701 Bypass to the west in the vicinity of the Beth Israel/Whiteville Hebrew Center in order to minimize impacts to the historic property.

NCDOT will create and implement a landscape plan for the portion of the property along US 701 Bypass in coordination with the property owner.

Recreational Facilities

The proposed project will widen existing US 701 Bypass to the west in the vicinity of Whiteville High School and Leder Park to avoid impacts to the recreational facilities adjacent to US 701 Bypass at the school and the park.

7.0 BASIS FOR FINDING OF NO SIGNIFICANT IMPACT

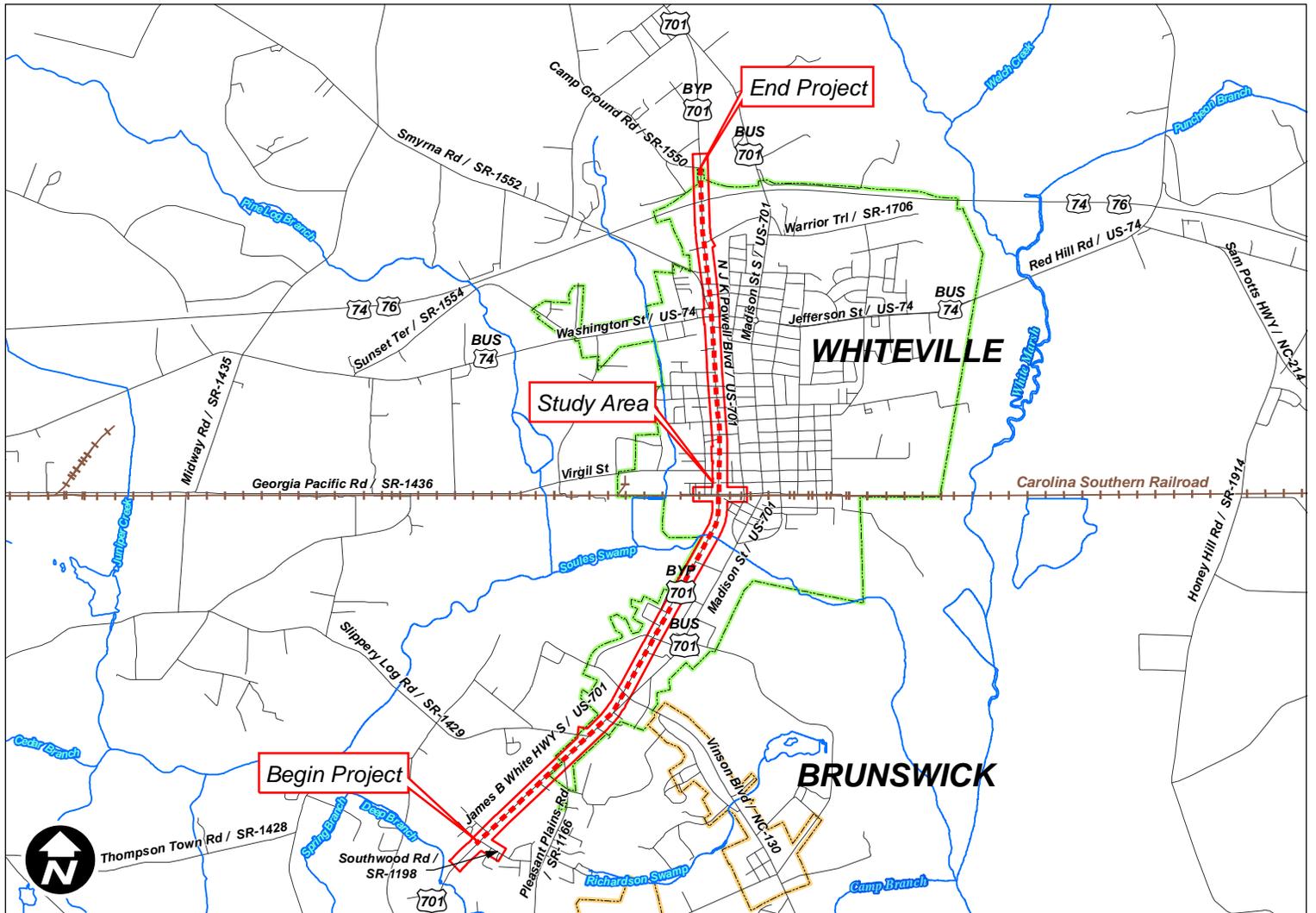
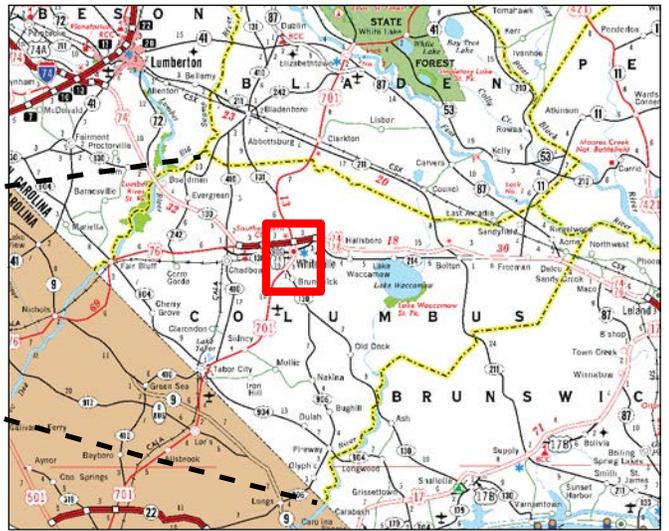
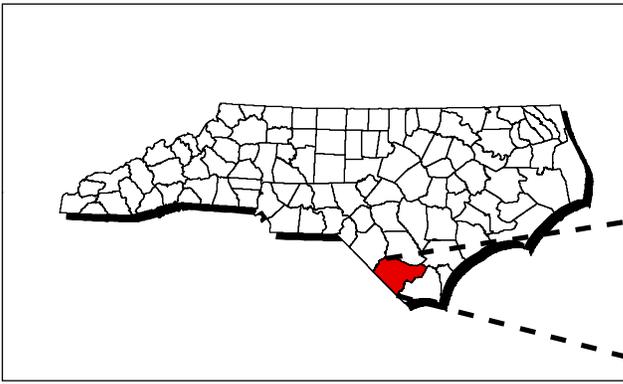
Based upon a study of the proposed project documented in the approved EA and upon comments received from federal, state and local agencies and the public, it is the finding of the North Carolina Department of Transportation and the Federal Highway Administration that this project will not have a significant adverse impact upon the human or natural environment.

The recommended alternative for the proposed project is not controversial from an environmental standpoint. No significant impacts to natural, ecological, cultural, social, or scenic resources are expected. The proposed project is consistent with local plans and will not disrupt any communities. In view of the above evaluation, it has been determined that a Finding of No Significant Impact is applicable for this project. Therefore an environmental impact statement is not required.

Additional information regarding the proposed project and Finding of No Significant Impact can be obtained by contacting the following:

John F. Sullivan, III, PE
Division Administrator
Federal Highway Administration
310 New Bern Avenue, Suite 410
Raleigh, NC 27601
(919) 856-4346

James A. McInnis, Jr., PE
Project Engineer
Project Development and Environmental Analysis Unit
North Carolina Department of Transportation
1548 Mail Service Center
Raleigh, NC 27699-1548
(919) 707-6000



	North Carolina Department of Transportation Project Development and Environmental Analysis Unit
	US 701 Bypass from South of SR 1166 (Pleasant Plains Road) to North of US 74-76 Bypass in Whiteville Columbus County TIP Project R-5020



Figure 1

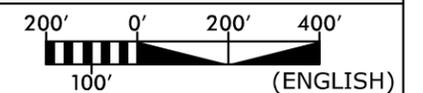


NORTH CAROLINA
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DIVISION OF HIGHWAYS
PROJECT DEVELOPMENT &
ENVIRONMENTAL
ANALYSIS UNIT

US 701 BYPASS
FROM SR 1166
(PLEASANT PLAINS ROAD)
TO THE
US 74-76 BYPASS
COLUMBUS COUNTY
TIP PROJECT NO. R-5020

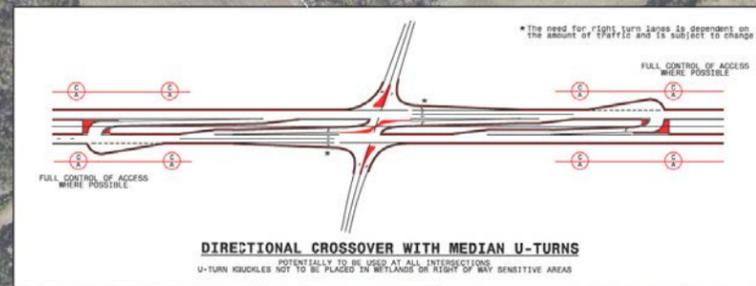
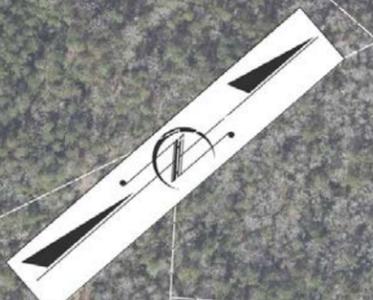
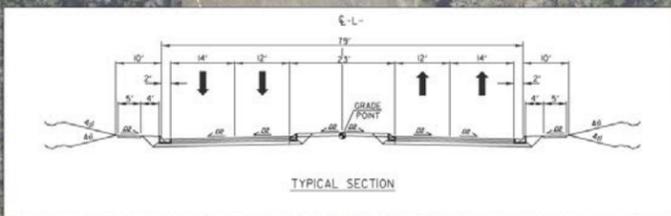
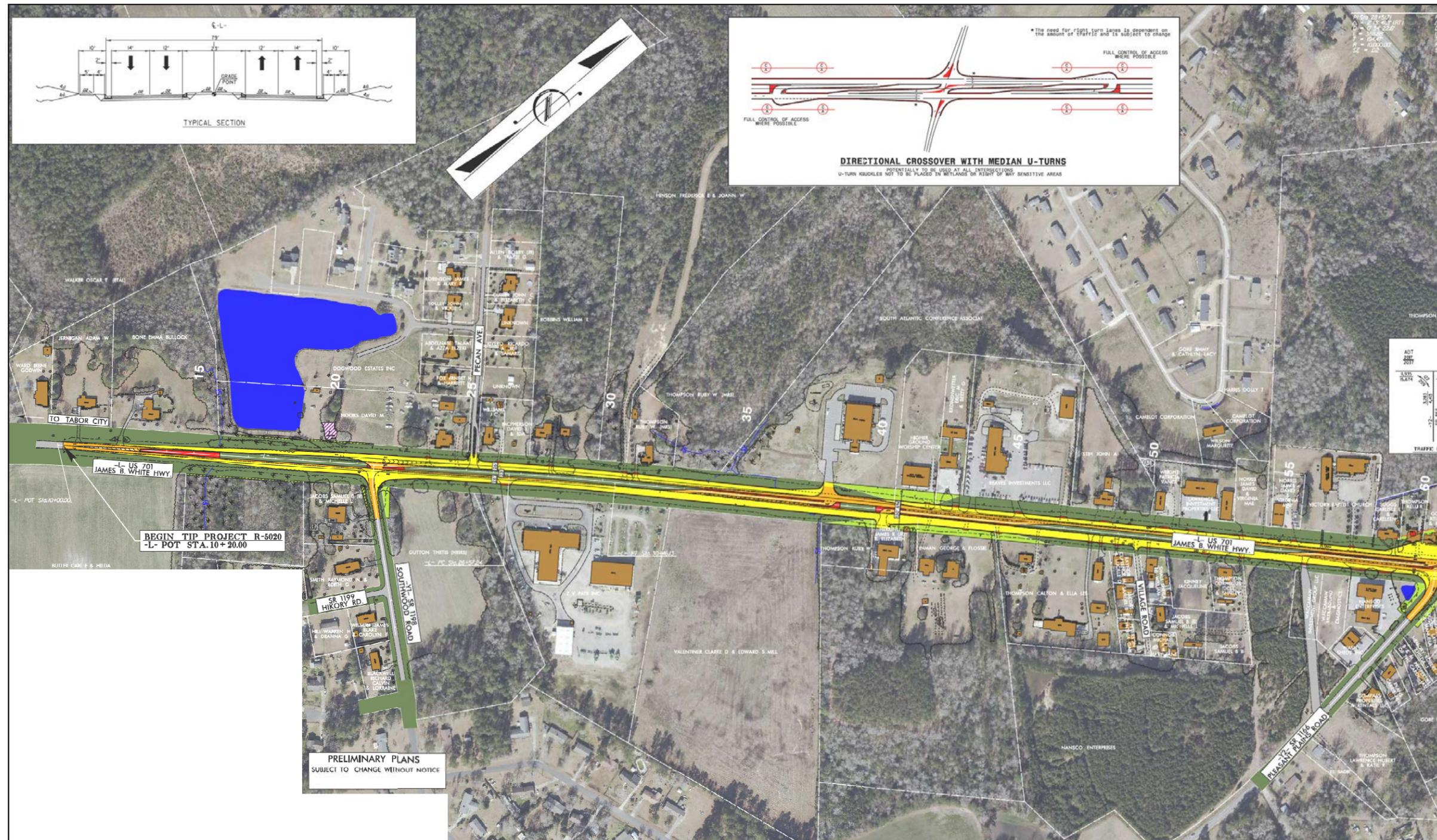
LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED PAVEMENT
- PROPOSED RIGHT OF WAY
- PROPOSED STRUCTURE
- PROPOSED SLOPE STAKES
- PROPOSED EASEMENT (DRAINAGE, UTILITY, AND CONSTRUCTION)
- PROPERTY LINES
- DELINEATED WETLANDS
- EXISTING JURISDICTIONAL STREAM



PRELIMINARY DESIGN
SUBJECT TO CHANGE

SHEET 1 OF 6
FIGURE 2



BEGIN TIP PROJECT R-5020
-L- POT STA. 10+20.00

PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

SEE SHEET 2

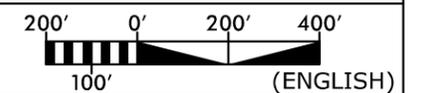


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ANALYSIS UNIT

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TO THE
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COLUMBUS COUNTY
TIP PROJECT NO. R-5020

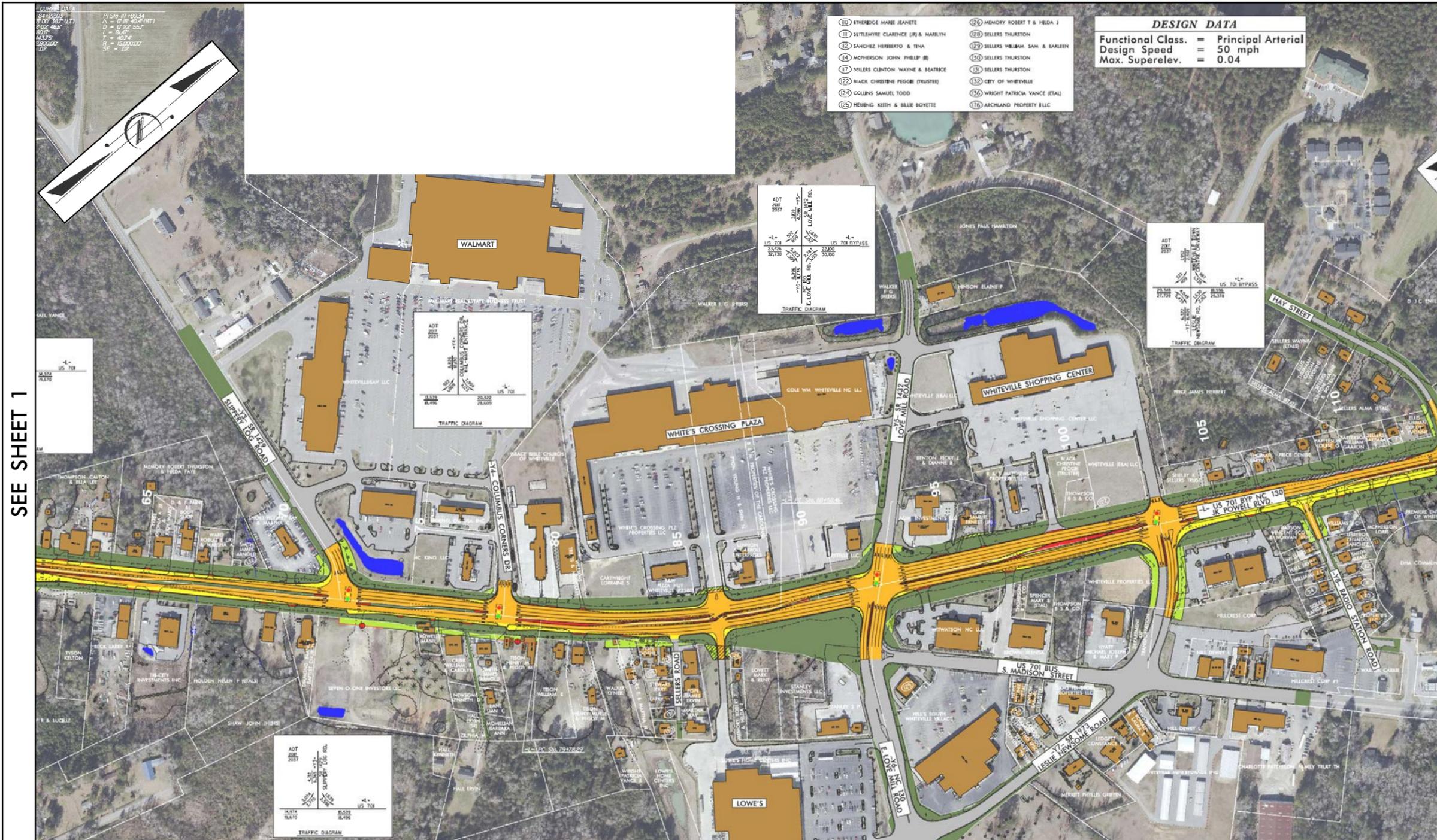
LEGEND

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- PROPOSED PAVEMENT
- PROPOSED RIGHT OF WAY
- PROPOSED STRUCTURE
- PROPOSED SLOPE STAKES
- PROPOSED EASEMENT (DRAINAGE, UTILITY, AND CONSTRUCTION)
- PROPERTY LINES
- DELINEATED WETLANDS
- EXISTING JURISDICTIONAL STREAM



PRELIMINARY DESIGN
SUBJECT TO CHANGE

SHEET 2 OF 6
FIGURE 2



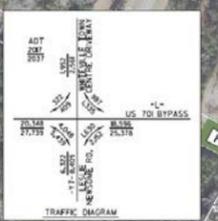
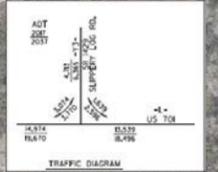
- | | |
|---|------------------------------------|
| (10) ETHERIDGE MARE JEANETE | (26) MEMORY ROBERT T & HELDA J |
| (11) SETTLEMAYER CLARENCE (JR) & AMELYN | (27) SELLERS THURSTON |
| (12) SANCHEZ HERBERTO & TINA | (28) SELLERS WILLIAM SAM & BARLEEN |
| (13) MCPHERSON JOHN PHILIP (II) | (29) SELLERS THURSTON |
| (14) SELLERS CLINTON WAYNE & BEATRICE | (30) SELLERS THURSTON |
| (15) BLACK CHRISTINE PEGGIE (TRUSTEE) | (31) SELLERS THURSTON |
| (16) COLLINS SAMUEL TODD | (32) CITY OF WHITEVILLE |
| (17) HERRING KEITH & BILLIE BOYETTE | (33) WRIGHT PATRICIA VANCE (ITAL) |
| | (34) ARCHLAND PROPERTY LLC |

DESIGN DATA	
Functional Class.	= Principal Arterial
Design Speed	= 50 mph
Max. Superelev.	= 0.04

SEE SHEET 1

SEE SHEET 3

PROJECT NO. R-5020
SHEET NO. 2 OF 6
DATE: 11/15/2017
SCALE: AS SHOWN
PROJECT: US 701 BYPASS FROM SR 1166 (PLEASANT PLAINS ROAD) TO THE US 74-76 BYPASS COLUMBUS COUNTY TIP PROJECT NO. R-5020



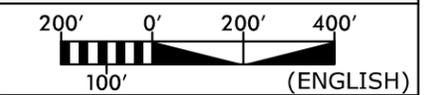


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COLUMBUS COUNTY
TIP PROJECT NO. R-5020

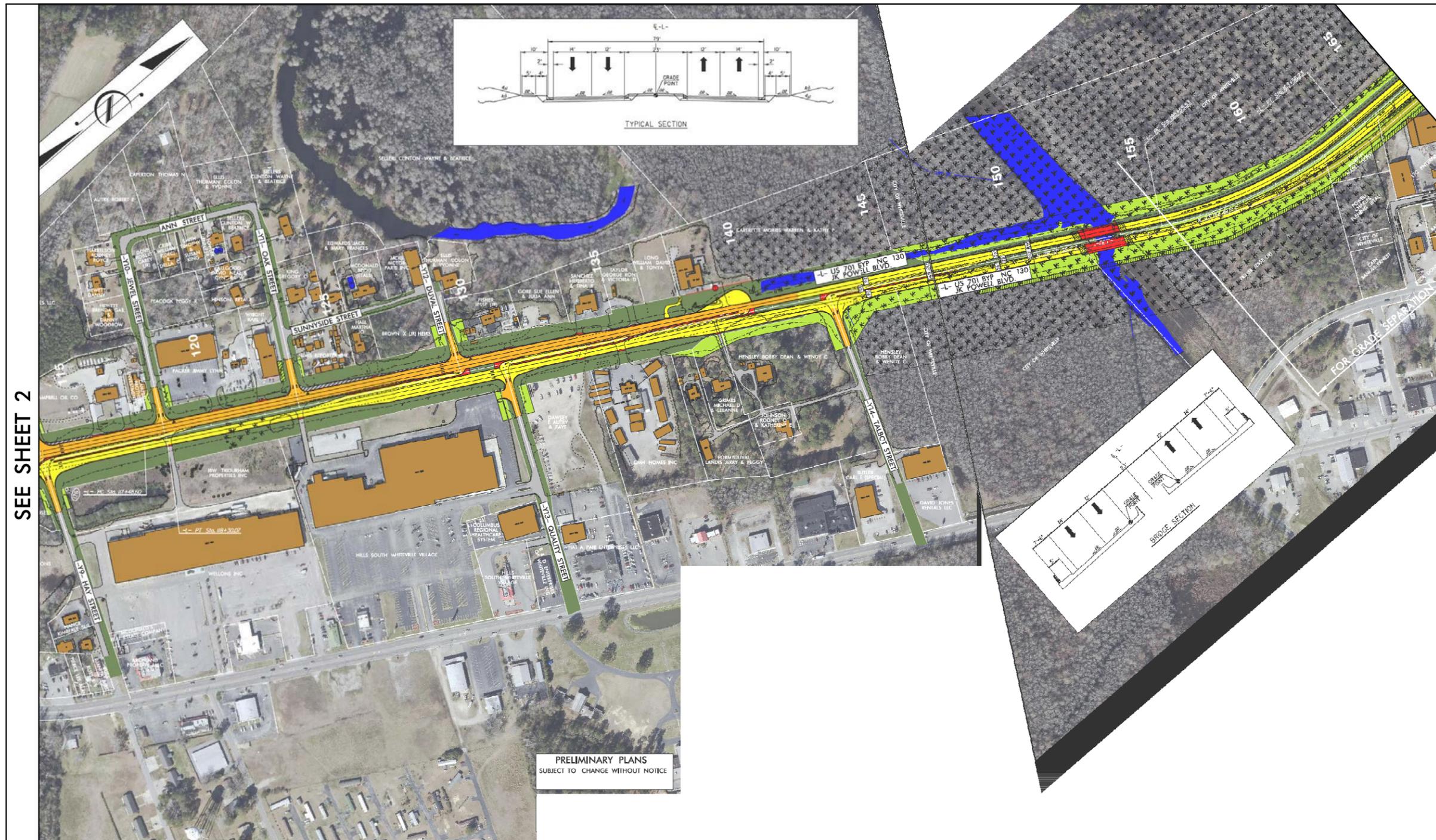
LEGEND

- EXISTING RIGHT OF WAY
- PROPOSED PAVEMENT
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- EXISTING JURISDICTIONAL STREAM



PRELIMINARY DESIGN
SUBJECT TO CHANGE

SHEET 3 OF 6
FIGURE 2



PRELIMINARY PLANS
SUBJECT TO CHANGE WITHOUT NOTICE

SEE SHEET 2

SEE SHEET 4

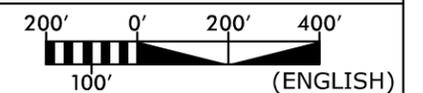


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COLUMBUS COUNTY
TIP PROJECT NO. R-5020

LEGEND

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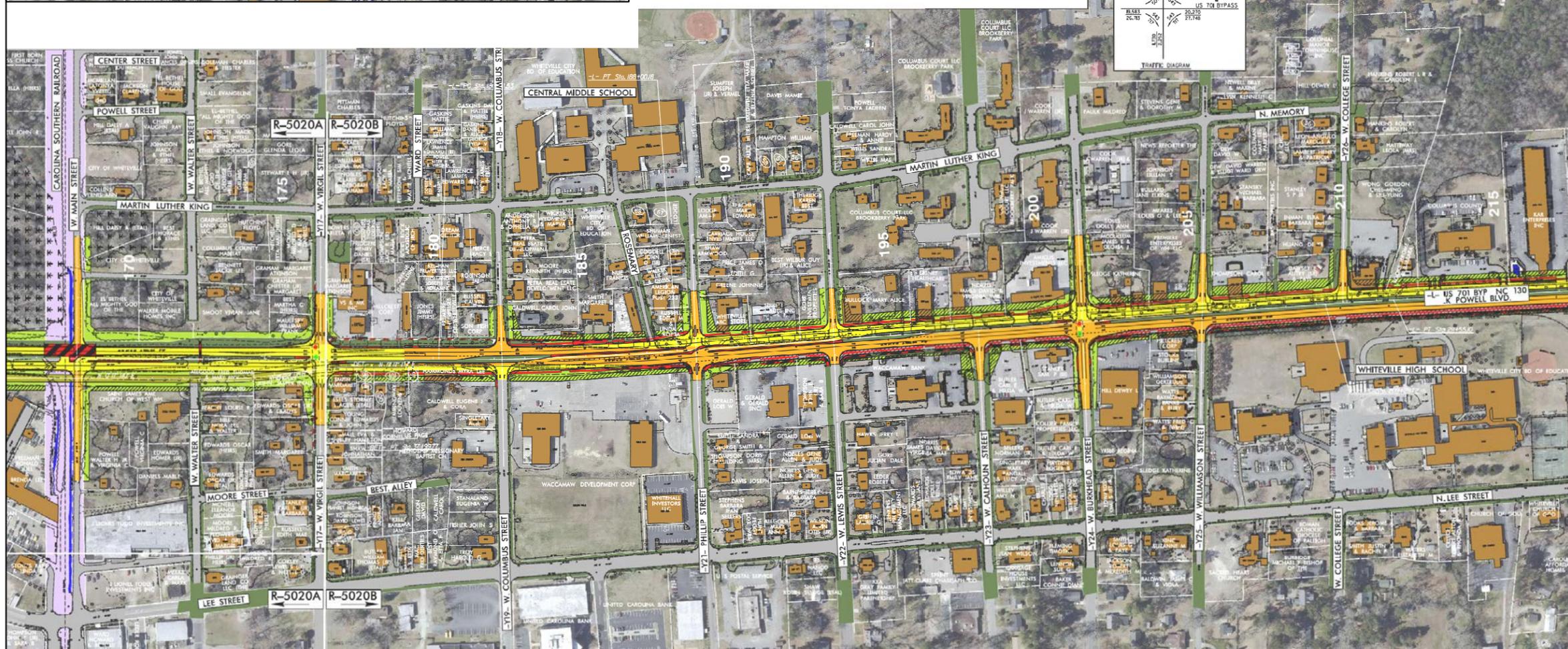
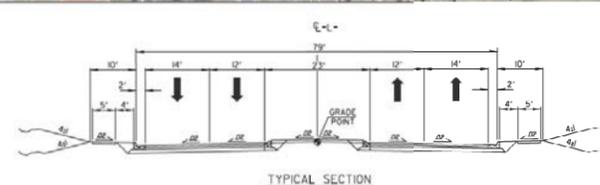


PRELIMINARY DESIGN
SUBJECT TO CHANGE

SHEET 4 OF 6
FIGURE 2



BRANS	57 GORE BARBARA & ROBIN RENETA	85 PITMAN CHARLES SHEWMAN (R) & LIND	102 WILLIAMS DONATHAN EDWARDS (HERS)
IL KENLAW	58 KILGAM PROPERTIES LLC	86 BROWN TONY MAURICE	103 DEPARTMENT OF TRANSPORTATION
IGLYN	61 SUGGS DANIEL R & BOBBY B	87 FRIDGEN VIOLA C (HRS)	104 BLACKMON TIMOTHY CLYDE & PEGGY Y
S	62 GEORGE VIRGINIA JACOBS & MITAH HER	91 MIB HOLDINGS LLC	105 POWERS-PENNOCK ANDREA
YN & EARP	63 THOMPSON DONALD & WANDA	92 CALDWELL CAROL JOHN	106 MCELLELL HAZEL SHIPMAN
RY OF NC INC	70 SMITH LEO HERS & SARAH LEE	93 DAVIS CORENE GRAHAHA & HOWARD	107 PREMIERE ENTERPRISES OF WHITEVILLE
RELY	71 POWELL WALTER H (R) & VIRGINIA	94 DAVIS CORENE GRAHAHA & HOWARD	108 CITY OF WHITEVILLE
		100 JEFFRES JIMMY & BIL E	



SEE SHEET 3

SEE SHEET 5

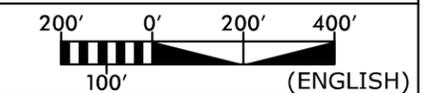


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TIP PROJECT NO. R-5020

LEGEND

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PRELIMINARY DESIGN
SUBJECT TO CHANGE

SHEET 5 OF 6
FIGURE 2



SEE SHEET 4

SEE SHEET 6

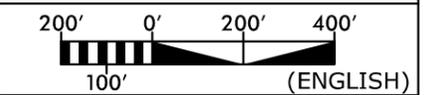


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US 74-76 BYPASS
COLUMBUS COUNTY
TIP PROJECT NO. R-5020

LEGEND

-  EXISTING RIGHT OF WAY
-  PROPOSED PAVEMENT
-  PROPOSED RIGHT OF WAY
-  PROPOSED STRUCTURE
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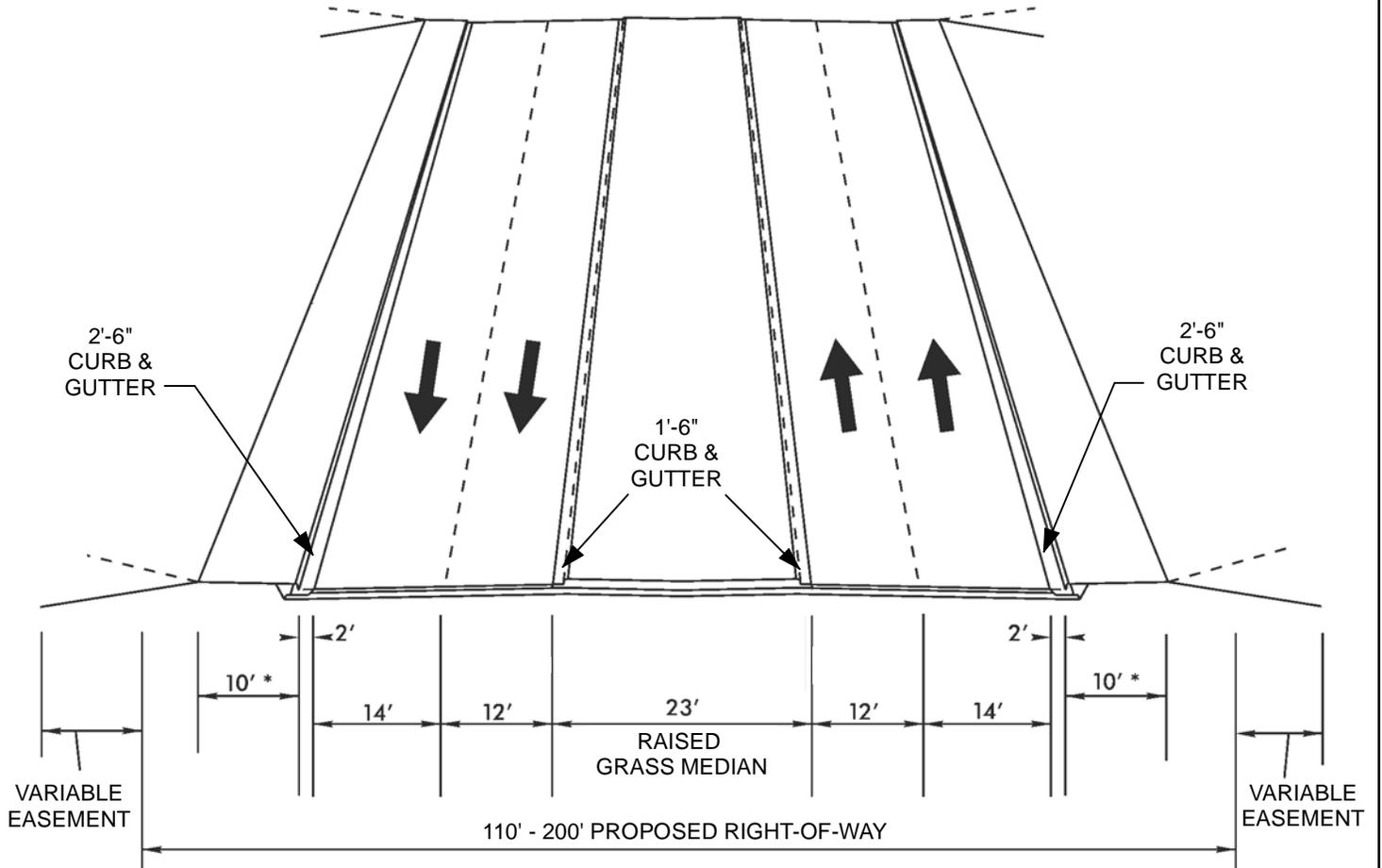
PRELIMINARY DESIGN
SUBJECT TO CHANGE

SHEET 6 OF 6
FIGURE 2



SEE SHEET 5

SEE SHEET 5



**Proposed 10-foot berm will accommodate sidewalks. Any existing sidewalks affected by the project will be replaced. New sidewalks can be provided if the City of Whiteville agrees to participate in the cost and accept maintenance and liability.*

	<p align="center">Proposed Typical Section US 701 Bypass from South of SR 1166 (Pleasant Plains Road) to North of US 74-76 Bypass in Whiteville Columbus County TIP Project R-5020</p>	<p>Prepared for: North Carolina Department of Transportation</p> <p>Note: Not to Scale</p>	<p>Figure No.</p> <p align="center">3</p>
---	--	--	---

APPENDIX A

AGENCY CORRESPONDENCE



North Carolina
Department of Administration

Pat McCrory, Governor

Bill Daughtride, Jr., Secretary

August 3, 2015

Mr. Joseph Qubain
North Carolina Department of Transportation
Project Development and Environmental Analysis
1548 Mail Service Center
Raleigh, North Carolina 27699-1548

Re: SCH File # 15-E-4220-0678; EA; Proposed project is for the improvements to US 701 Bypass from south of SR 1166-Pleasant Plains Road to north of the US 74-76 Bypass in Whiteville. TIP R-5020

Dear Mr. Qubain:

The above referenced environmental impact information has been submitted to the State Clearinghouse under the provisions of the National Environmental Policy Act. According to G.S. 113A-10, when a state agency is required to prepare an environmental document under the provisions of federal law, the environmental document meets the provisions of the State Environmental Policy Act. Attached to this letter for your consideration are the comments made by agencies in the course of this review.

If any further environmental review documents are prepared for this project, they should be forwarded to this office for intergovernmental review.

Should you have any questions, please do not hesitate to call.

Sincerely,

A handwritten signature in cursive script that reads "Crystal Best".

Crystal Best

State Environmental Review Clearinghouse

Attachments

cc: Region O

Mailing Address:
1301 Mail Service Center
Raleigh, NC 27699-1301

Telephone: (919)807-2425
Fax (919)733-9571
State Courier #51-01-00
e-mail state.clearinghouse@doa.nc.gov

Location Address:
116 West Jones Street
Raleigh, North Carolina

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: COLUMBUS

F02: HIGHWAYS AND ROADS

STATE NUMBER: 15-E-4220-0678

DATE RECEIVED: 06/30/2015

AGENCY RESPONSE: 07/27/2015

REVIEW CLOSED: 07/30/2015



MS RENEE GLEDHILL-EARLEY
CLEARINGHOUSE COORDINATOR
DEPT OF CULTURAL RESOURCES
STATE HISTORIC PRESERVATION OFFICE
MSC 4617 - ARCHIVES BUILDING
RALEIGH NC

Er 12-0739

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DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION
DPS - DIV OF EMERGENCY MANAGEMENT

H-282

PROJECT INFORMATION

APPLICANT: NCDOT
TYPE: National Environmental Policy Act
Environmental Assessment

DW 7/2/15

DESC: Proposed project is for the improvements to US 701 Bypass from south of SR 1166-Pleasant Plains Road to north of the US 74-76 Bypass in Whiteville. TIP R-5020

CROSS-REFERENCE NUMBER: 12-E-4220-0291

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY:

Renee Gledhill-Earley

DATE:

7.10.15





North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

MEMORANDUM

TO: Crystal Best
State Clearinghouse

FROM: Lyn Hardison *Lyn*
Division of Environmental Assistance and Customer Service
Permit Assistance & Project Review Coordinator

RE: 15-0678
Environmental Assessment
Proposed project is for the improvements to US 701 Bypass from south of SR 1166-
Pleasant Plains Road to north of the US 74-76 Bypass in Whiteville, TIP No. R-5020
Columbus County

Date: July 30, 2015

The Department of Environment and Natural Resources has reviewed the proposal for the referenced project. Based on the information provided, several of our agencies have identified permits that may be required and offered some valuable guidance to minimize impacts to the natural resources, aquatic and terrestrial wildlife resources within the project area. The comments are attached for the applicant review.

The Department encourages the applicant to continue to work with our agencies during the NEPA Merger Process and as this project moves forward.

Thank you for the opportunity to respond.

Attachment



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

July 16, 2015

MEMORANDUM

To: Lyn Hardison, Environmental Coordinator, Office of Legislative and Intergovernmental Affairs

From: Mason Herndon, Division of Water Resources, Fayetteville/Wilmington Regional Area Transportation Permitting Unit *MH*

Subject: Comments on the Final Environmental Assessment, related to proposed widening of the US 710 Bypass from South of SR 1166 (Pleasant Plains Road) to North of US 74-76 Bypass in Whiteville, Columbus County, Federal Aid Project No. NHS-701(15) State Project No. 41499.1.1, TIP R-5020, State Clearinghouse Project No. 15-0678.

This office has reviewed the referenced document dated May, 2015. The NC Division of Water Resources (NCDWR) is responsible for the issuance of the Section 401 Water Quality Certification for activities that impact Waters of the U.S., including wetlands. It is our understanding that the project as presented will result in impacts to jurisdictional wetlands, streams, and other surface waters. The NCDWR offers the following comments based on review of the aforementioned document:

Project Specific Comments:

1. This project is being planned as part of the 404/NEPA Merger Process. As a participating team member, the NCDWR will continue to work with the team.

General Comments:

2. The environmental document should provide a detailed and itemized presentation of the proposed impacts to wetlands and streams with corresponding mapping. If mitigation is necessary as required by 15A NCAC 2H.0506(h), it is preferable to present a conceptual (if not finalized) mitigation plan with the environmental documentation. Appropriate mitigation plans will be required prior to issuance of a 401 Water Quality Certification.
3. Environmental impact statement alternatives shall consider design criteria that reduce the impacts to streams and wetlands from storm water runoff. To meet the requirements of NCDOT's NPDES permit NCS0000250, these alternatives should include road designs that allow for treatment of the storm water runoff through best management practices as detailed in the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual, which includes BMPs such as grassed swales, buffer areas, preformed scour holes, retention basins, etc.
4. After the selection of the preferred alternative and prior to an issuance of the 401 Water Quality Certification, the NCDOT is respectfully reminded that they will need to demonstrate the avoidance and minimization of impacts to wetlands (and streams) to the maximum extent practical. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 1 acre to wetlands. In the event that mitigation is required, the mitigation plan shall be designed

1617 Mail Service Center, Raleigh, North Carolina 27699-1617
Phone: 919-807-6300 \ Internet: www.ncdenr.gov

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to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with wetland mitigation.

5. In accordance with the Environmental Management Commission's Rules (15A NCAC 2H.0506[h]), mitigation will be required for impacts of greater than 150 linear feet to any single stream. In the event that mitigation is required, the mitigation plan shall be designed to replace appropriate lost functions and values. The North Carolina Division of Mitigation Services may be available to assist with stream mitigation.
6. Future documentation, including the 401 Water Quality Certification Application, shall continue to include an itemized listing of the proposed wetland and stream impacts with corresponding mapping.
7. The NCDWR is very concerned with sediment and erosion impacts that could result from this project. The NCDOT shall address these concerns by describing the potential impacts that may occur to the aquatic environments and any mitigating factors that would reduce the impacts.
8. The NCDOT is respectfully reminded that all impacts, including but not limited to, bridging, fill, excavation and clearing, and rip rap to jurisdictional wetlands, streams, and riparian buffers need to be included in the final impact calculations. These impacts, in addition to any construction impacts, temporary or otherwise, also need to be included as part of the 401 Water Quality Certification Application.
9. Where streams must be crossed, the NCDWR prefers bridges be used in lieu of culverts. However, we realize that economic considerations often require the use of culverts. Please be advised that culverts should be countersunk to allow unimpeded passage by fish and other aquatic organisms. Moreover, in areas where high quality wetlands or streams are impacted, a bridge may prove preferable. When applicable, the NCDOT should not install the bridge bents in the creek, to the maximum extent practicable.
10. Whenever possible, the NCDWR prefers spanning structures. Spanning structures usually do not require work within the stream or grubbing of the streambanks and do not require stream channel realignment. The horizontal and vertical clearances provided by bridges shall allow for human and wildlife passage beneath the structure. Fish passage and navigation by canoeists and boaters shall not be blocked. Bridge supports (bents) should not be placed in the stream when possible.
11. Bridge deck drains shall not discharge directly into the stream. Stormwater shall be directed across the bridge and pre-treated through site-appropriate means (grassed swales, pre-formed scour holes, vegetated buffers, etc.) before entering the stream. To meet the requirements of NCDOT's NPDES permit NCS0000250, please refer to the most recent version of the *North Carolina Department of Transportation Stormwater Best Management Practices Toolbox* manual for approved measures.
12. Sediment and erosion control measures should not be placed in wetlands or streams.
13. Borrow/waste areas should avoid wetlands to the maximum extent practical. Impacts to wetlands in borrow/waste areas will need to be presented in the 401 Water Quality Certification and could precipitate compensatory mitigation.
14. The 401 Water Quality Certification application will need to specifically address the proposed methods for stormwater management. More specifically, stormwater shall not be permitted to discharge directly into streams or surface waters.
15. Based on the information presented in the document, the magnitude of impacts to wetlands and streams may require an Individual Permit application to the Corps of Engineers and corresponding 401 Water Quality Certification. Please be advised that a 401 Water Quality Certification requires satisfactory protection of water quality to ensure that water quality standards are met and no wetland or stream uses are lost. Final permit authorization will require the submittal of a formal application by the NCDOT and written concurrence from the NCDWR. Please be aware that any approval will be contingent on appropriate avoidance and minimization of wetland and stream impacts to the maximum extent practical, the development of an acceptable stormwater management plan, and the inclusion of appropriate mitigation plans where appropriate.

16. If concrete is used during construction, a dry work area shall be maintained to prevent direct contact between curing concrete and stream water. Water that inadvertently contacts uncured concrete shall not be discharged to surface waters due to the potential for elevated pH and possible aquatic life and fish kills.
17. If temporary access roads or detours are constructed, the site shall be graded to its preconstruction contours and elevations. Disturbed areas shall be seeded or mulched to stabilize the soil and appropriate native woody species shall be planted. When using temporary structures the area shall be cleared but not grubbed. Clearing the area with chain saws, mowers, bush-hogs, or other mechanized equipment and leaving the stumps and root mat intact allows the area to re-vegetate naturally and minimizes soil disturbance.
18. Unless otherwise authorized, placement of culverts and other structures in waters and streams shall be placed below the elevation of the streambed by one foot for all culverts with a diameter greater than 48 inches, and 20 percent of the culvert diameter for culverts having a diameter less than 48 inches, to allow low flow passage of water and aquatic life. Design and placement of culverts and other structures including temporary erosion control measures shall not be conducted in a manner that may result in dis-equilibrium of wetlands or streambeds or banks, adjacent to or upstream and downstream of the above structures. The applicant is required to provide evidence that the equilibrium is being maintained if requested in writing by the NCDWR. If this condition is unable to be met due to bedrock or other limiting features encountered during construction, please contact the NCDWR for guidance on how to proceed and to determine whether or not a permit modification will be required.
19. If multiple pipes or barrels are required, they shall be designed to mimic natural stream cross section as closely as possible including pipes or barrels at flood plain elevation, floodplain benches, and/or sills may be required where appropriate. Widening the stream channel should be avoided. Stream channel widening at the inlet or outlet end of structures typically decreases water velocity causing sediment deposition that requires increased maintenance and disrupts aquatic life passage.
20. If foundation test borings are necessary; it shall be noted in the document. Geotechnical work is approved under General 401 Certification Number 3883/Nationwide Permit No. 6 for Survey Activities.
21. Sediment and erosion control measures sufficient to protect water resources must be implemented and maintained in accordance with the most recent version of North Carolina Sediment and Erosion Control Planning and Design Manual and the most recent version of NCS000250.
22. All work in or adjacent to stream waters shall be conducted in a dry work area. Approved BMP measures from the most current version of the NCDOT Construction and Maintenance Activities manual such as sandbags, rock berms, cofferdams and other diversion structures shall be used to prevent excavation in flowing water.
23. While the use of National Wetland Inventory (NWI) maps, NC Coastal Region Evaluation of Wetland Significance (NC-CREWS) maps and soil survey maps are useful tools, their inherent inaccuracies require that qualified personnel perform onsite wetland delineations prior to permit approval.
24. Heavy equipment should be operated from the bank rather than in stream channels in order to minimize sedimentation and reduce the likelihood of introducing other pollutants into streams. This equipment shall be inspected daily and maintained to prevent contamination of surface waters from leaking fuels, lubricants, hydraulic fluids, or other toxic materials.
25. Riprap shall not be placed in the active thalweg channel or placed in the streambed in a manner that precludes aquatic life passage. Bioengineering boulders or structures should be properly designed, sized and installed.
26. Riparian vegetation (native trees and shrubs) shall be preserved to the maximum extent possible. Riparian vegetation must be reestablished within the construction limits of the project by the end of the growing season following completion of construction.

The NCDWR appreciates the opportunity to provide comments on your project. Should you have any questions or require any additional information, please contact Mason Herndon at (910) 308-4021 or mason.herndon@ncdenr.gov.

Electronic copy only distribution:

Liz Hair, US Army Corps of Engineers, Wilmington Field Office
Dr. Cynthia Van Der Wiele, US Environmental Protection Agency
NC Division of Water Resources Raleigh Central Office
File Copy



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

July 27, 2015

To: Linda Culpepper, Director
Division of Waste Management

From: Jenny Patterson, Eastern Region Supervisor, Compliance Branch *Jenny Patterson*
Hazardous Waste Section

Subject: Hazardous Waste Section Comments on Improvements to US 701 Bypass in Whiteville
(Columbus County)
Project Number: 15-0678

The Hazardous Waste Section (HWS) has reviewed the subject Environmental Assessment for the proposed improvements to US 701 Bypass from south of SR 1166 Pleasant Plains Road to north of the US 74 76 Bypass in Whiteville. This is DOT TIP R 5020 and was previously filed as Project Number: 12-0291.

Any hazardous waste generated from the demolition, construction, maintenance, operation and/or remediation (e.g. excavated soil) from the proposed projects must be managed in accordance with the North Carolina Hazardous Waste Rules. The demolition, construction, maintenance, operation and remediation activities conducted will most likely generate a solid waste, and the facility must determine if the waste is a hazardous waste. If an individual project site generates more than 220 pounds of hazardous waste in a calendar month, the Hazardous Waste Section must be notified, and the site must comply with the small quantity generator requirements. If the individual project site generates more than 2200 pounds of hazardous waste in a calendar month, the HWS must be notified, and the facility must comply with the large quantity generator requirements.

In addition to the sites listed in the Environmental Assessment, the following are active hazardous waste generators that may be within or nearby the subject proposed project study area in Whiteville, NC:

<u>Facility Name</u>	<u>Location</u>	<u>EPA ID Number</u>	<u>Hazardous Waste Status</u>
Harris Auto Body Shop	2018 S Madison St	NCS000000093	Conditionally Exempt Small Quantity Generator (CESQG)
Tractor Supply #379	26 White Crossing Plaza	NCR000163618	CESQG
Rite Aid #11529	1728 S Madison St	NCR000156927	CESQG
CVS Pharmacy #7570	902 N J.K. Powell Blvd	NCR000153163	Large Quantity Generator

This review does not preclude the possibility of historical waste management activities at this site that may have contributed to contamination unknown to this office.

Should any questions arise, please contact me at 336-767-0031.



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

MEMORANDUM

TO: Linda Culpepper, Division Director through Sharon Brinkley

FROM: Dennis Shackelford, Eastern District Supervisor
Solid Waste Section

DATE: July 27, 2015

SUBJECT: NEPA Review: Project #15-0678 – Columbus County
US 701 Bypass Improvements - Whiteville.

Dennis Shackelford

Digitally signed by Dennis
Shackelford
DN: cn=Dennis Shackelford,
o=Division of Waste Management -
Solid Waste Section, ou=DENR,
email=dennis.shackelford@ncdenr.
gov, c=US
Date: 2015.07.27 12:59:38 -04'00'

The Division of Waste Management, Solid Waste Section (Division) has reviewed the proposed project for the improvements to US 701 Bypass from south of SR 1166, Pleasant Plains Road to north of the US 74/76 Bypass in Whiteville. The Division has completed the review and has seen no adverse impact on the surrounding community and likewise knows of no situations in the community, which would affect this project.

During construction, The North Carolina Department of Transportation (NCDOT) should make every feasible effort to minimize the generation of waste, to recycle materials for which viable markets exist, and to use recycled products and materials in the development of this project where suitable. Any waste generated by this project that cannot be beneficially reused or recycled must be disposed of at a solid waste management facility permitted by the Division. The Division strongly recommends that the NCDOT require the Contractors to provide proof of proper disposal for all waste generated in the form of disposal tickets. The nearest permitted facility to the project is the Columbus County Transfer Station Permit Number 2403-TRANSFER-1997. Additional permitted facilities are listed on the Division of Waste Management, Solid Waste Section portal site at: <http://portal.ncdenr.org/web/wm/sw/facilitylist>.

Questions regarding solid waste management should be directed to Mr. Wes Hare, Environmental Senior Specialist, Solid Waste Section, at (910-796-7405).

cc: Jason Watkins, Field Operations Branch Head
Wes Hare, Environmental Senior Specialist
Jessica Montie, Compliance Officer



North Carolina Department of Environment and Natural Resources

Pat McCrory
Governor

Donald R. van der Vaart
Secretary

Date: July 24, 2015

To: Linda Culpepper, Director
Division of Waste Management

Through: Jim Bateson, Superfund Section Chief

From: Pete Doorn, Special Remediation Branch Head

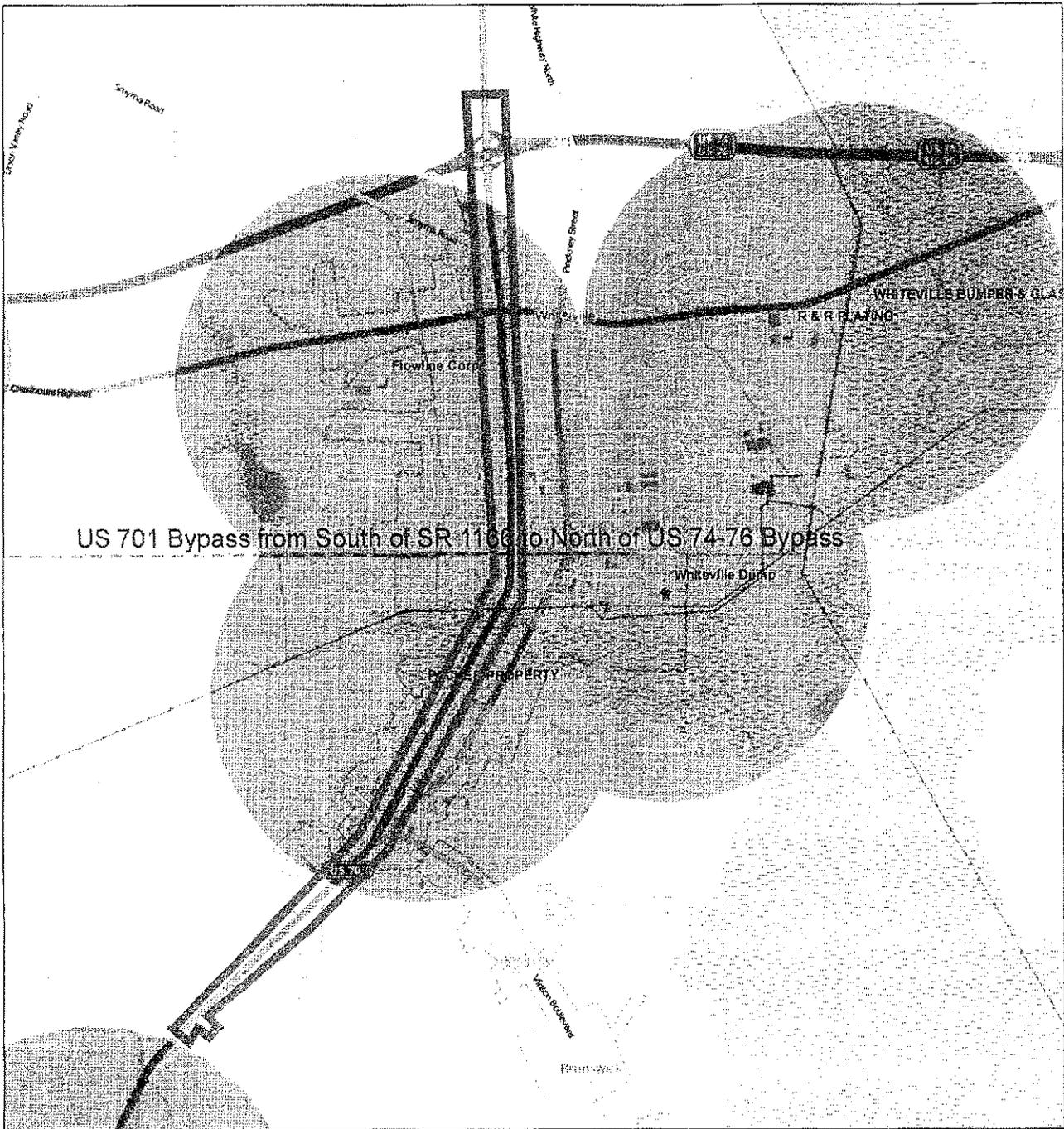
Subject: NEPA Project 15-0678, Proposed Widening of US 701 Bypass Project, Whiteville, Columbus County, North Carolina

The Superfund Section has reviewed the proximity of CERCLIS and other sites under their jurisdiction to the proposed widening of US 701 Bypass Project. The project involves widening US 701 Bypass in Whiteville to a multi-lane facility from south SR 1166 (Pleasant Plains Road) to north of US 74-76 Bypass. The proposed typical section is a four-lane median divided facility with curb and gutter and wide outside lanes to accommodate bicyclists. Existing sidewalks disturbed by project construction will be replaced with new five-foot-wide sidewalks and new sidewalks can be provided where none currently exist if the City of Whiteville will agree to participate in the construction cost and accept maintenance and liability for the new sidewalks.

Three sites were identified within an approximate 1-mile radius of the proposed project as noted on the attached map and in the table below. Based on the nature of the project, the identified sites are not anticipated to affect the proposed project or vice versa. However, because the Packer Property lies close to the footprint of the project, it is recommended that site files be reviewed if groundwater near the site is expected to be encountered. Superfund Section files can be viewed at: <http://portal.ncdenr.org/web/wm/sf-file-records>. Please contact me at 919.707.8369 if you have any questions.

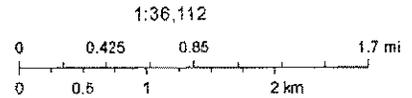
ID #	Site Name	Status
NONCD0001726	Flowline Corp.	Open site on the Inactive Hazardous Sites Program Inventory
NONCD0001178	Packer Property	Open site on the Inactive Hazardous Sites Program Inventory
NONCD0000256	Whiteville Dump	Open site on the Pre-Regulatory Land Fill Inventory

DWM Superfund Section NEPA Project 15-0678



July 23, 2015

- Half_Mile_Buffer_DWM_All_Sites
- DWM_PRLF_033015
- DWM_IHSB_033015
- Buffer of DWM_All_Sites_SEPA_040815
- DWM_Sites_for_SEPA_040815



Participating NC Counties, NCCGIA, NC OneMap, US EPA

After review of this project it has been determined that the ENR permit(s) and/or approvals indicated may need to be obtained in order for this project to comply with North Carolina Law. Questions regarding these permits should be addressed to the Regional Office indicated on the reverse of the form. All applications, information and guidelines relative to these plans and permits are available from the same Regional Office.

	PERMITS	SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to construct & operate wastewater treatment facilities, sewer system extensions & sewer systems not discharging into state surface waters.	Application 90 days before begin construction or award of construction contracts. On-site inspection. Post-application technical conference usual.	30 days (90 days)
<input type="checkbox"/>	NPDES - permit to discharge into surface water and/or permit to operate and construct wastewater facilities discharging into state surface waters.	Application 180 days before begin activity. On-site inspection. Pre-application conference usual. Additionally, obtain permit to construct wastewater treatment facility-granted after NPDES. Reply time, 30 days after receipt of plans or issue of NPDES permit-whichever is later.	90-120 days (N/A)
<input type="checkbox"/>	Water Use Permit	Pre-application technical conference usually necessary	30 days (N/A)
<input type="checkbox"/>	Well Construction Permit	Complete application must be received and permit issued prior to the installation of a well.	7 days (15 days)
<input type="checkbox"/>	Dredge and Fill Permit	Application copy must be served on each adjacent riparian property owner. On-site inspection. Pre-application conference usual. Filling may require Easement to Fill from N.C. Department of Administration and Federal Dredge and Fill Permit.	55 days (90 days)
<input type="checkbox"/>	Permit to construct & operate Air Pollution Abatement facilities and/or Emission Sources as per 15 A NCAC (2Q.0100 thru 2Q.0300)	Application must be submitted and permit received prior to construction and operation of the source. If a permit is required in an area without local zoning, then there are additional requirements and timelines (2Q.0113).	90 days
<input type="checkbox"/>	Permit to construct & operate Transportation Facility as per 15 A NCAC (2D.0800, 2Q.0601)	Application must be submitted at least 90 days prior to construction or modification of the source.	90 days
<input type="checkbox"/>	Any open burning associated with subject proposal must be in compliance with 15 A NCAC 2D.1900	N/A	60 days (90 days)
<input type="checkbox"/>	Demolition or renovations of structures containing asbestos material must be in compliance with 15 A NCAC 20.1110 (a) (1) which requires notification and removal prior to demolition. Contact Asbestos Control Group 919-707-3950.		
<input type="checkbox"/>	Complex Source Permit required under 15 A NCAC 2D.0800		
<input type="checkbox"/>	The Sedimentation Pollution Control Act of 1973 must be properly addressed for any land disturbing activity. An erosion & sedimentation control plan will be required if one or more acres to be disturbed. Plan filed with proper Regional Office (Land Quality Section) At least 30 days before beginning activity. A fee of \$65 for the first acre or any part of an acre. An express review option is available with additional fees.		20 days (30 days)
<input checked="" type="checkbox"/>	Sedimentation and erosion control must be addressed in accordance with NCDOT's approved program. Particular attention should be given to design and installation of appropriate perimeter sediment trapping devices as well as stable stormwater conveyances and outlets.		(30 days)
<input type="checkbox"/>	Mining Permit	On-site inspection usual. Surety bond filed with ENR Bond amount varies with type mine and number of acres of affected land. Any are mined greater than one acre must be permitted. The appropriate bond must be received before the permit can be issued.	30 days (60 days)
<input type="checkbox"/>	North Carolina Burning permit	On-site inspection by N.C. Division Forest Resources if permit exceeds 4 days	1 day (N/A)
<input type="checkbox"/>	Special Ground Clearance Burning Permit - 22 counties in coastal N.C. with organic soils	On-site inspection by N.C. Division Forest Resources required "if more than five acres of ground clearing activities are involved. Inspections should be requested at least ten days before actual bum is planned."	1 day (N/A)
<input type="checkbox"/>	Oil Refining Facilities	N/A	90-120 days (N/A)
<input type="checkbox"/>	Dam Safety Permit	If permit required, application 60 days before begin construction. Applicant must hire N.C. qualified engineer to: prepare plans, inspect construction, certify construction is according to ENR approved plans. May also require permit under mosquito control program. And a 404 permit from Corps of Engineers. An inspection of site is necessary to verify Hazard Classification. A minimum fee of \$200.00 must accompany the application. An additional processing fee based on a percentage or the total project cost will be required upon completion.	30 days (60 days)

PERMITS		SPECIAL APPLICATION PROCEDURES or REQUIREMENTS	Normal Process Time (statutory time limit)
<input type="checkbox"/>	Permit to drill exploratory oil or gas well	File surety bond of \$5,000 with ENR running to State of NC conditional that any well opened by drill operator shall, upon abandonment, be plugged according to ENR rules and regulations.	10 days N/A
<input type="checkbox"/>	Geophysical Exploration Permit	Application filed with ENR at least 10 days prior to issue of permit. Application by letter. No standard application form.	10 days N/A
<input type="checkbox"/>	State Lakes Construction Permit	Application fee based on structure size is charged. Must include descriptions & drawings of structure & proof of ownership of riparian property.	15-20 days N/A
<input type="checkbox"/>	401 Water Quality Certification	N/A	60 days (130 days)
<input type="checkbox"/>	CAMA Permit for MAJOR development	\$250.00 fee must accompany application	55 days (150 days)
<input type="checkbox"/>	CAMA Permit for MINOR development	\$50.00 fee must accompany application	22 days (25 days)
<input type="checkbox"/>	Several geodetic monuments are located in or near the project area. If any monument needs to be moved or destroyed, please notify: N.C. Geodetic Survey, Box 27687 Raleigh, NC 27611		
<input type="checkbox"/>	Abandonment of any wells, if required must be in accordance with Title 15A. Subchapter 2C.0100.		
<input type="checkbox"/>	Notification of the proper regional office is requested if "orphan" underground storage tanks (USTS) are discovered during any excavation operation.		
<input type="checkbox"/>	Compliance with 15A NCAC 2H 1000 (Coastal Stormwater Rules) is required.		45 days (N/A)
<input type="checkbox"/>	Tar Pamlico or Neuse Riparian Buffer Rules required.		
<input checked="" type="checkbox"/>	Plans and specifications for the construction, expansion, or alteration of a public water system must be approved by the Division of Water Resources/Public Water Supply Section prior to the award of a contract or the initiation of construction as per 15A NCAC 18C.0300 et. seq. Plans and specifications should be submitted to 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. All public water supply systems must comply with state and federal drinking water monitoring requirements. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days
<input checked="" type="checkbox"/>	If existing water lines will be relocated during the construction, plans for the water line relocation must be submitted to the Division of Water Resources/Public Water Supply Section at 1634 Mail Service Center, Raleigh, North Carolina 27699-1634. For more information, contact the Public Water Supply Section, (919) 707-9100.		30 days

Other comments (attach additional pages as necessary, being certain to cite comment authority)

Division	Initials	No comment	Comments	Date Review
DAQ	DAC	<input checked="" type="checkbox"/>		7/21/15
DWR-WQROS (Aquifer & Surface)	n/a	<input type="checkbox"/>		/ /
DWR-PWS	DJW	<input type="checkbox"/>	Potentially impacted City of Whiteville utility water mains did not appear to be included on the EA plan sheets. As noted in the 2012 DENR clearinghouse review response, if water lines are to be relocated as part of this project, engineering plans and specifications must be submitted to the PWSS prior to the work. Also, see comments noted above.	07/29/15
DEMLR (LQ & SW)	des	<input type="checkbox"/>	Columbus County doesn't fall under Coastal Stormwater Rules jurisdiction	7/27/15
DWM - UST		<input type="checkbox"/>		/ /

REGIONAL OFFICES

Questions regarding these permits should be addressed to the Regional Office marked below.

Asheville Regional Office
2090 US Highway 70
Swannanoa, NC 28778
(828) 296-4500

Mooresville Regional Office
610 East Center Avenue, Suite 301
Mooresville, NC 28115
(704) 663-1699

Wilmington Regional Office
127 Cardinal Drive Extension
Wilmington, NC 28405
(910) 796-7215

Fayetteville Regional Office
225 North Green Street, Suite 714
Fayetteville, NC 28301-5043
(910) 433-3300

Raleigh Regional Office
3800 Barrett Drive, Suite 101
Raleigh, NC 27609
(919) 791-4200

Winston-Salem Regional Office
585 Waightown Street
Winston-Salem, NC 27107
(336) 771-5000

Washington Regional Office
943 Washington Square Mall

NORTH CAROLINA STATE CLEARINGHOUSE
DEPARTMENT OF ADMINISTRATION
INTERGOVERNMENTAL REVIEW

COUNTY: COLUMBUS

F02: HIGHWAYS AND ROADS

STATE NUMBER: 15-E-4220-0678
DATE RECEIVED: 06/30/2015
AGENCY RESPONSE: 07/27/2015
REVIEW CLOSED: 07/30/2015

MS CAROLYN PENNY
CLEARINGHOUSE COORDINATOR
DPS - DIV OF EMERGENCY MANAGEMENT
FLOODPLAIN MANAGEMENT PROGRAM
MSC # 4218
RALEIGH NC

REVIEW DISTRIBUTION

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DEPT OF AGRICULTURE
DEPT OF CULTURAL RESOURCES
DEPT OF TRANSPORTATION
DPS - DIV OF EMERGENCY MANAGEMENT

JUL 1 2015

PROJECT INFORMATION

APPLICANT: NCDOT
TYPE: National Environmental Policy Act
Environmental Assessment

DESC: Proposed project is for the improvements to US 701 Bypass from south of SR 1166-Pleasant Plains Road to north of the US 74-76 Bypass in Whiteville. TIP R-5020

CROSS-REFERENCE NUMBER: 12-E-4220-0291

The attached project has been submitted to the N. C. State Clearinghouse for intergovernmental review. Please review and submit your response by the above indicated date to 1301 Mail Service Center, Raleigh NC 27699-1301.

If additional review time is needed, please contact this office at (919)807-2425.

AS A RESULT OF THIS REVIEW THE FOLLOWING IS SUBMITTED: NO COMMENT COMMENTS ATTACHED

SIGNED BY:

John D. Brubaker

DATE: 10 July 2015

MOA Addressed.



APPENDIX B

NEPA/SECTION 404 CONCURRENCE FORMS

**NEPA / Section 404 Interagency Agreement
Concurrence Point No. 3
Least Environmentally Damaging Practicable Alternative (LEDPA)**

Project Title and Project Numbers:

US 701 Bypass, from south of SR 1166 (Pleasant Plains Road) to north of US 74-76 Bypass in Whiteville, Columbus County; STIP Project R-5020; Federal-Aid Project NHS-701(15); WBS Element 41499.1.1.

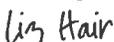
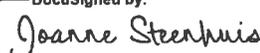
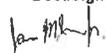
Project Description:

The proposed project involves widening US 701 Bypass (James B. White Road/South Madison Street/J.K. Powell Boulevard) in Whiteville to a multi-lane facility from south of SR 1166 (Pleasant Plains Road) to north of US 74-US 76 Bypass. The proposed typical section is a four-lane median divided facility with curb and gutter.

Least Environmentally Damaging Practicable Alternative (LEDPA):

Build Alternative with Grade Separation Option

The project team has concurred on the LEDPA for the proposed project as listed above.

Name	Agency	Date
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<small>DocuSigned by:</small>  <small>7ECF19B3FF8144D...</small>	USEPA	7/29/2016 3:59 PM EDT
ABSTAIN	X	
	USFWS	7/11/2016 2:08 PM EDT
<small>DocuSigned by:</small>  <small>BBCE736AA18A4EF</small>	FHWA	7/25/2016 10:13 AM EDT
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<small>DocuSigned by:</small>  <small>C62751FDEC214D7...</small>	Cape Fear RPO	7/21/2016 10:26 AM EDT

**NEPA / Section 404 Interagency Agreement
Concurrence Point No. 4A
Avoidance and Minimization**

Project Title and Project Numbers:

US 701 Bypass, from south of SR 1166 (Pleasant Plains Road) to north of US 74-76 Bypass in Whiteville, Columbus County; STIP Project R-5020; Federal-Aid Project NHS-701(15); WBS Element 41499.1.1.

Project Description:

The proposed project involves widening US 701 Bypass (James B. White Road/South Madison Street/J.K. Powell Boulevard) in Whiteville to a multi-lane facility from south of SR 1166 (Pleasant Plains Road) to north of US 74-US 76 Bypass. The proposed typical section is a four-lane median divided facility with curb and gutter.

Avoidance and Minimization:

Because the project involves widening an existing road and wetlands are present on both sides of the road where it crosses Soules Swamp, potential avoidance and minimization options are limited. However, during the development of the preliminary design, efforts were made to avoid and minimize impacts to wetlands and streams wherever practicable. The following avoidance and minimization measures are proposed for Waters of the US:

Section 404 Avoidance and Minimization Measures

The proposed curb and gutter was extended to avoid impacts to a cemetery adjacent to the existing road, which also reduced impacts to wetlands in this area.

At Wetland Site WL (Soules Swamp) existing US 701 Bypass will be widened to the east, this will reduce wetland impacts by approximately 0.9 acre.

During final design, the use of steeper side slopes (3:1 max) in wetland areas will be evaluated as a means of reducing wetland impacts.

The preferred alternative would bridge the man-made ditch (i.e., unnamed tributary to Soules Swamp) parallel to Main Street and the railroad tracks, thereby not impacting this tributary to Waters of the U.S.

Additional Avoidance and Minimization

Community Impacts and Relocations

The proposed project involves widening an existing road with businesses and residences present on both sides. Efforts will be made during final design to minimize business and residential relocations and, where possible, to contain the proposed improvements between the existing sidewalks along US 701 Bypass, especially where there is an existing five-lane section with offset sidewalks.

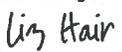
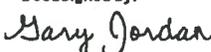
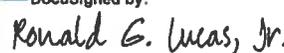
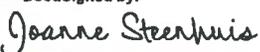
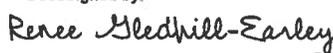
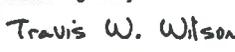
Historic Resources

The proposed project widens existing US 701 Bypass to the west in the vicinity of the Beth Israel/Whiteville Hebrew Center in order to minimize impacts to the historic property. NCDOT will create and implement a landscape plan for the portion of the property along US 701 Bypass in coordination with the property owner.

Recreational Facilities

The proposed project will widen existing US 701 Bypass to the west in the vicinity of Whiteville High School and Leder Park to avoid impacts to the recreational facilities adjacent to US 701 Bypass at the school and the park.

The project team has concurred on the Avoidance and Minimization for the proposed project as listed above.

Name	Agency	Date
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DocuSigned by:  <small>C62751FDEC214D7</small>	Cape Fear RPO	7/21/2016 10:26 AM EDT